

CROSS-COUNTRY FLIGHT BEGUN

ROBERT G. FOWLER LEAVES SAN FRANCISCO FOR NEW YORK.

Makes Eighty-eight Miles to Sacramento in 103 Minutes, Dines, Rests, Fills His Tank and Starts for the Sierra Foothills, Where He Spends the Night.

SAN FRANCISCO, Sept. 11.—Robert G. Fowler, the first aviator to start in an aeroplane from San Francisco for New York, began his journey at 1:37 o'clock this afternoon in the presence of a great crowd at the stadium in Golden Gate Park. He is trying for a \$50,000 prize offered by W. R. Hearst.

Just before he rose Fowler kissed his mother and she sobbed, "God bless you, my boy." Then he went up about a thousand feet and headed east. Reports from along the line of the Central Pacific Railroad, which Fowler is following closely, show that he averaged fifty-five miles an hour. He reached Sacramento, 88 miles from San Francisco, at 3:22 o'clock.

Fowler tried out his machine in the morning and found it in good order. The Wright biplane which Fowler uses was formally christened by James Rolph, Jr., the fusion candidate for Mayor of San Francisco. Rolph dashed water from the Pacific Ocean on both bows of the machine.

"It has been my pleasure," said Rolph, "in the past on many occasions to attend ceremonies christening ships that plough the seas. It is now my pleasure to participate in the christening of a ship that will plough the air."

Then, turning to the machine and pointing on it some sea waves, Rolph added: "May the tranquil influence of our Pacific be with you in your flight across the continent." Then, turning to the aviator, Rolph added: "Mr. Fowler, may the good wishes of San Francisco and the best of good fortune attend you in your attempt."

Fowler then began preparations for his flight. When he was ready Mayor McCarthy came up and shook hands with him. McCarthy was hissed by the crowd which had just cheered Rolph and some one shouted: "Oh, Fowler, take him up, you say, and drop him in the bay." McCarthy flushed with anger and turned away.

Then Mrs. Fowler, the aviator's mother, came forward and was tenderly greeted by her son. As he stooped to kiss her a strenuous newspaper camera artist cried out: "Kiss him again; I didn't get that," and the mother, with tears in her eyes, laughed and gave her boy a second kiss.

Fowler rose as gracefully as a bird, circled over Golden Gate Park and then sailed over San Francisco, passing directly above the tall ferry tower, of which was a gang of moving picture men.

The city streets were full of people, who cheered as the birdman passed. Fowler passed over Goat Island in San Francisco Bay and then over Oakland. He was going a mile a minute and soon disappeared behind the hills. The last he was seen at was Davis, 75.6 miles, at 3:06, and Sacramento, 88 miles, at 3:22 P. M.

Fowler passed over Sacramento at 3:22 and at 3:28 landed at the State fair grounds. He jumped into an automobile and raced to Gov. Hiram Johnson's office.

"Have you any message for the Governor of New York?" asked Fowler.

"Just yourself," said the Governor with a laugh.

Fowler remained an hour resting and replenishing his supply of gasoline. He was in perfect condition on and stepping from his machine at the park plaza remarked: "Well, boys, I am here." At 4:30 P. M. he resumed his flight.

Fowler landed at Auburn at 6:30 to-night just as dusk was falling. He covered 126 miles in 146 minutes actual flying time. Fowler said he was in perfect condition and that he did not think he would have light to reach Colfax, which was his scheduled stopping place.

Fowler plans to leave Auburn at 10 in the morning. His machine is in good condition and he is confident that he can cross the Sierras and get half way across Nevada to-morrow.

Just before he started on his flight Fowler said:

"I am satisfied that I can win. My flying tables and wind charts and altitude tables are familiar to me and I don't need to worry about a strange route."

"If I had gone from Los Angeles I wouldn't feel so confident. My attention would be taken off my work with scouting for landing places and chances of not getting fuel and oil. I'd have the Southern desert under me for the first time and the trip might find air conditions new to me."

"I can make the mountains. I might as well be 8,500 feet up as 300, and the Sierras and the Rockies won't worry me in the least. I've got it figured out. I am not saying that I can't make it, but I would rather face the mountains with the data I have than to start from Los Angeles over level country."

"I know I am not a novice at the flying game. Well, when you come to think of it, about all of the men flying to-day are new at the business. They simply have reputations because they have been flying at exhibitions. I am not saying that I am not a novice compared with me, but I do say that there isn't a reason in the world why I should not fly. I shouldn't be able to keep my machine in the air for 175 miles a day on a straightaway course."

"We are all pretty new at this business, but I am no novice. I have been flying under the Wrights and did more flying in two weeks than most exhibiting aviators do in a year."

LITTLE FLYING AT BRIGHTON.

Beatty and Atwood Use One Aero—The Others Still Out of Commission.

The few persons who went to the Brighton Beach racetrack yesterday afternoon to see aeroplane flights spent most of the time at the paddock watching the mechanics make repairs on the machines that were wrecked on Sunday.

Along toward 5 o'clock the Wrights came in. They got it right and started into a fence on the previous day was again ready and Beatty made two short flights. Then Atwood made a flight in the same machine.

Granhame-White and Tom Sopwith's aces were so badly damaged on Sunday that it will take some time to get them back in shape. Eugene Fly had his engine, which he damaged by packing, and was engaged to fly. The management at the Brighton tracks hopes to get other fliers and continue the meet.

HELD UP BY TWO MEN.

Foreman of a Railroad Construction Gang Beaten and Robbed.

NEWBURGH, Sept. 11.—Joseph Glass, a foreman on a construction gang of the Ontario and Western Railroad, was held up this evening about 8 o'clock by masked men on the tracks of the West Shore Railroad, about a mile north of Cornwall, and after being beaten in a terrible manner was robbed of about \$100 and a quantity of jewelry he had on his person.

Glass lived at Plum Point, in the town of New Windsor, and like men of his type has a large sum of money in his bank, and is a well-to-do man. After the work of the day he fixed himself up for a visit to Newburgh and started on a train afterward. He encountered two men, with white jackets and hats, who were not inclined to give it up and they searched him until he was nearly unconscious and then took everything he had on his person.

SANDWICHETTES.

Women to Parade With Boards Advertising the Governors' Meeting.

A sandwich board parade along Broadway will mark the close of the advertising campaign of the Women's Political Union on behalf of the Governors' mass meeting to be held on Saturday evening at Cooper Union.

"It is the first time that this form of publicity has been employed in the service of suffrage in this city," said Mrs. Harriot Stanton Blatch, president of the union, yesterday. "We have no fear that the Governors will be swayed by the five suffrage States who have promised to speak for us, but we will carry away the impression that New York women are indifferent to the ballot."

Elizabeth Cook, the Cornell orator, will act as grand marshal of the procession, which will start from the headquarters of the union at 40 East Twenty-ninth street at 7:30 o'clock on Thursday evening and march west to Broadway and up to Times Square. The boards between which she marks time for her followers will bear simply the slogan "Votes for Women" in heavy black block letters.

Mrs. William Cole, the second in line to carry one of the United States with the States of Colorado, Utah, Wyoming, Idaho and Washington as the only white spots in a black area.

The truth about women who vote will be the message borne by Miss Eleanor Brannan. Mrs. A. F. Townsend's boards will say "Come and hear the five Governors who have promised to speak for us. Miss Alice Bernard of Brooklyn will also carry a board.

The sandwichettes will be attended by other members of the union armed with bundles of handbills.

"No, there won't be any band," said Mrs. Blatch. "We are not going to make any speeches either, unless the crowd makes a special demand for them. Mrs. Brennan, Mrs. Townsend and I are going to Spring Lake on Friday morning to present Bertha Rembaum's report on the Political Status of Women in the United States to the congress of Governors, and we must save our strength a little. We invited Mr. Roosevelt to come and become the Governors on Saturday night and received a very nice note of regret."

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BOY CHOIR GOES ON STRIKE

DISCORD IN MANY KEYS OF T-SIDE ST. MARY'S CHURCH.

But Harmony Within, for Rector Hulse Got Substitutes When His Fallen Angels Quit Because They Won No 25 Cent Bonus for Their Prayers.

When the Rev. H. R. Hulse, rector of St. Mary's Episcopal Church, which lies in the cosmopolitan heart of Manhattan, came home from his vacation a short time ago he found discord where he had left harmony among the boys of his choir. The eight youngsters, who seemed cherubim as they carried their responses had gone on strike. In private life they explained that they were not in to it; they wouldn't go back to work.

So the rector took counsel with his choirmaster, T. B. Arden, and asked him the wherefore. It appeared that to this little church, which is at 101 Lawrence street, a thoroughfare that cuts diagonally across town from West 125th street to 129th, had come the sons of many parents who were not Episcopalians. There are thirty-three different nationalities represented in this hollow beneath the overhead subway tracks, so Mr. Hulse explained yesterday, and the choir had been drawn from a mingling of races. Mostly German and Irish are the folks that live there and the groupings are as orderly as you please. But with the boys.

Choirmaster Arden has had his troubles, especially at rehearsals. It was more or less disconcerting to halt in the midst of an anthem to pluck Heine's fair Saxon head from the insistent grip of Mickey's right arm or to explain to Giuseppe just why it isn't practicable for him to slam Aureli—which is Hungarian—over the head with a hymn book.

The agreement under which the boys sang was that they were to get 10 cents a month. More than this, Mr. Hulse promised that if they were good, he would award them a bonus of 25 cents. But Mr. Arden felt that he could not conscientiously report that they deserved the extra compensation.

In the choir are three tiers. First come the boys, then a line of girls and above them the men's voices. At a rehearsal one of the girls heard Mr. Arden say that he couldn't recommend the 25 cents on which the boys had been counting through the summer. They had more than earned up their bonuses in fines. The word was wireless among the choir and when Mr. Hulse came back he found that there wasn't a boy choir.

A week ago Sunday the men and the girls went through the service alone. Then the rector had an inspiration. He went to the Sheltering Arms, the orphanage whose low lying building is within the walled enclosure of the church yard, and picked out a high note and the low note. If they could sing, the institution belongs to the parish and Mr. Hulse wondered why he hadn't thought of it before.

He turned his high note and the low note, and last Sunday there were eight new voices inside the surpluses of the one time cosmopolitan choir.

While the morning service was in progress, some of the outcasts gathered in little groups upon Lawrence street and bent attentive ears to the sounds that came from within. So yesterday the former choir boys were in a position to pass criticism upon their substitutes.

"What? Dis new lot of songbirds?" remarked one of the critics yesterday. "Edward Locke, the playright, author of 'The Clinker,' was another of the Minnehaha passengers. He said that he had a new play for Charles Frohman bearing the title 'The Case of Becky.' He said the best play now being presented in London was a new Scotch comedy, 'When Runtz Pulls the String,' by Graham Smith."

The smoking room was laughing the last two or three days of the voyage over the windup of a poker game. The game had continued for some time and both Robert and the Indians were high. An argument arose between two of the players and one of them, out of patience, scooped up his two hands full of chips and threw them out of the window. The passengers said that the amount of money which went overboard fortunately was not large. It took some time to straighten out the confusion, however.

THIRTY REDMEN ARRIVE. Taken to Police Station for Illegally Ordering Fire Water.

Four Sioux Indians and one half breed who arrived at the Grand Central Station early yesterday morning in charge of the Brooklyn of Keyport, N. J., to appear at a Coney Island show were left untended on the Brooklyn side of the Williamsburg Bridge. They wandered along and when in front of the Young Men's Christian Association building at Marcy avenue and South Ninth street their talking in their Indian tongue awakened some of the roomers.

The Indians, daubed with paint and had blankets around them. They moved away from the Y. M. C. A. building and stopped in front of a saloon at Marcy and South Ninth streets. They tried to get in, but the bartender poked his head out from an upper window, told them he couldn't serve them with fire water as it was against the law, and anyway the place was closed for the night.

At this the red men became so insistent that the bartender telephoned the Cuyler street police station and three cops were sent to the saloon. The Indians were taken to the station. While Big Beezer was trying to explain the trouble Brown rushed in. He had missed his red men and was about to ask the police where they had been. After being remonstrated for leaving the Indians untended he was permitted to take them away.

GOVERNORS AT SPRING LAKE. More Than Thirty Executives Will Take Part in the Annual Conference.

SPRING LAKE, N. J., Sept. 11.—Sixteen Governors have arrived here to attend the annual conference of Governors, which begins to-morrow morning. Gov. Judson Harmon of Ohio reflected the sentiments of all the other executives when he said that he had come here to gather a lot of information from the others, who undoubtedly had come on the same mission, and he was not going to talk politics at a non-partisan gathering.

At the opening of the conference Gov. Wilson of New Jersey will tell the visitors how glad he is to welcome them to this State. Gov. Joseph M. Rensselaer of New York will respond. After a temporary organization has been formed Gov. Augustus E. Wilson of Kentucky will deliver an address on the possibilities of the Governors' conference. In the afternoon the Governors will learn why Gov. Norris of Montana and Gov. O'Neal of Alabama think the powers of the executives should be strengthened.

There has been but one change of dates necessary in the programme. Gov. John A. Dix of New York, who is to deliver an address on the inheritance tax and State comity, will not be able to get here on Thursday, and that subject has been put over until Saturday afternoon.

Gov. Charles D. Harbo of Illinois, who was to deliver an address on employers' liability on Wednesday, cannot come because he is laid up with a broken leg, and Gov. Marion E. Harbo of New York will substitute.

Of the thirty odd Governors expected, Gov. McGovern of Wisconsin is the only one who was officially authorized by the Legislature to attend the conference.

The first to arrive here was Gov. Hay of Washington, and he was followed shortly by Gov. Gilchrist of Florida and Gov. Kichen of North Carolina, whose presence was very much in doubt. The visitors from the West came in a special car, and were greeted at the station by a citizens' reception committee headed by former Governor J. Franklin Fort. Gov. Wilson was not here to greet the executives. He went to Atlantic City to make an address and will return from there late to-night by auto.

Spring Lake entertained the visitors to-night with a big display of fireworks. A 1,200 foot column of honor has been built up, and the display will continue to-morrow. The meetings will be held, and this is illuminated, as has been the Boardwalk. Nearly every house in town displays the national flag. To-morrow night Gov. Wilson will give another conference to the visitors, and on Wednesday the whole party will go to Fort Hancock by special train.

Free Bridge Perfect Road No Dust

It is of special interest to Automobilists to know that Hoffman Boulevard, Hillside Avenue and Jericho Turnpike have been repaved all the way from Queensboro Bridge to

NASSAU BOULEVARD, LONG ISLAND.

Where, from Sept. 23d to October 21st, inclusive,

Will be held at the Aerodrome of the Aero Club of New York

America's Greatest

International Aviation Meet

Sanctioned by the Aero Club of America.

UNSURPASSED RAILROAD FACILITIES AND SPECIAL RATES.

Fifty flying machines and over thirty of the world's famous aviators will compete in nine cross-country flights, nine races in heats around the course, and nine novel and interesting flying events.

Public prices: Admission 50c; seats, including admission, \$1.00; reserved seats, \$2.00; boxes seating six, \$18.00; auto boxes, \$12.00; auto space, \$5.00 for auto and \$5.00 for occupants.

Applications for reservations received at room 411, 331 Fifth Avenue.

Telephone 5082 Madison Square.

TESLA PROMISES BIG THINGS

PLANELESS, SCREWLESS AIRSHIP SAFE IN ANY STORM.

Says His Engine Could Convert Factory Gases Now Wasted Into Propulsion Power for Use on Land or Sea, or in the Air. Believes He Proved It.

Dr. Nikola Tesla leaned back in his chair at the Waldorf last night and talked calmly of airships without planes, propellers or any of the other gear of the now familiar aeroplanes hurtling through space at tremendous speed or driving more slowly carrying great loads, and in either case always as safely as the most prosaic of wheeled vehicles.

He spoke of harnessing the energy of the gases given off by the great steel plants and producing therefrom 25,000,000 horsepower with a value of \$450,000,000 a year. He spoke of these things as of things already accomplished.

"They have called me a dreamer," he said, "but this is not a dream. It is not an experiment."

Then he went on to tell something about the new mechanical principle on the development of which he has been at work for several years and concerning which, he said, he felt free to talk since the publication yesterday of the *Electrical Review* in which Dr. Tesla's invention is described.

"Virtually in a generation, transmission and transformation of mechanical power we must avail ourselves of a fluid, a liquid or a gas, either to impart or receive energy. In a steam engine, for instance, the fluid is a gas under pressure which transmits its potential energy to a mechanical system. In a pump just the reverse process takes place, the fluid, be it a liquid or a gas, having energy imparted to it by a moving material system. This invention of mine is a novel means of imparting to or deriving energy from a fluid, and therefore bears on all the branches of mechanics."

"It is rather a question," he continued in reply to a question, "to give the average reader a correct idea of such a technical advance. But I assume that every one will understand that any fluid is possessed of two properties, one of which is to adhere to the surface of a solid and the other to hold on, as it were, to its own particles. It is a surprising fact that gases and vapors are possessed of this second property to a greater degree than are liquids, such as water, which are more fluid. If a solid body is moved through a fluid more or less of the same is dragged along; conversely if a body is immersed in a fluid in motion it is carried along in the direction of the flow. The new principle is based on these fundamental facts."

In reply to a question as to how the principle was applied to the motor used in his invention Dr. Tesla said:

"Let us suppose that it is desired to derive energy from steam under pressure. In this case a number of disks are mounted on a shaft and the steam is placed in contact with an inlet for the steam tangential to the disks. The steam entering into this orifice by reason of the properties mentioned exercises a rotating motion in relation to the disks. In the direction of the influence of the centrifugal and tangential forces in a spiral with gradually diminishing velocity, giving up its energy in the form of heat and finally ceasing at a centre virtually devoid of dynamic energy."

"In this manner," continued Dr. Tesla, "an ideal rotary engine is produced, one which is simple, efficient and one which in performance surpasses by far any other mechanism yet invented. I have developed a motor of this kind which is 9 1/2 inches in diameter and making a thickness of about two inches. Under proper conditions the performance might have been as much as 1,000 horsepower in the direction of the flow of the steam."

Dr. Tesla said that his machine would work with gas, as in the usual type of explosion engine, in automobiles and aeroplanes, even better than it did with steam. "Tests which I have conducted have shown that the rotary effort with gas is greater than with steam," he said.

It is the utilization through his invention of energy now allowed to go to waste that seemed most to interest the inventor. He said that he believed it to be the greatest of all offering almost unlimited opportunities for exploitation. In the manufacture of steel and iron, according to data which he gave, the waste of this country alone was 25,000,000 to 30,000,000 horsepower are wasted through the hot gases escaping into the atmosphere. These gases have a high heating value and by means of the new principle the energy could be readily and cheaply harnessed. If you place the value of one horsepower per annum at \$15 this would mean an annual revenue from this source of \$450,000,000 per annum.

The ability of his new engine to act in either direction, its "reversibility," the inventor calls it—and the wonderful energy that may be developed by a machine of little weight, Dr. Tesla says makes the engine particularly well suited to propelling ships.

Applied to a vessel," he said, "these engines will make the carrying of reverse turbines unnecessary and will greatly reduce the expense, weight and bulk of the others."

How about aerial navigation? Dr. Tesla was asked. He considered for a moment or two and then replied with great deliberation:

"The application of this principle will give the world a flying machine unlike anything that has ever been suggested before. It will have no planes, no screw propellers, devices of any kind, neither used. It will be small and compact, excessively swift, and, above all, perfectly safe in the greatest storm. It can be built of any size and can carry any weight that may be desired."

Dr. Tesla in conclusion emphasized again his assertion that the engine that is to do all this is a fact, with its performance, devices of any kind, neither used. It will be small and compact, excessively swift, and, above all, perfectly safe in the greatest storm. It can be built of any size and can carry any weight that may be desired."

I have built a great many machines, steam and gas turbines, pumps, compressors and other apparatus," he said, "and a number have been in practical use for some time now. Yes, it is a big thing, but it is for the big things only that I care to work."

ARCHBISHOP O'CONNELL HOME.

Head of the Diocese of Boston Returns From Rome.

The Most Rev. William H. O'Connell, Catholic Archbishop of Boston, arrived last night on the Red Star liner Kronland. The Archbishop was accompanied by the Very Rev. Mgr. Michael J. Spillane, chancellor of the archdiocese, and three other members of the Boston clergy.

The Archbishop and his party were returning from a three months stay abroad. They spent most of their time in Central Europe, particularly in Switzerland. One of the members of the party said that they did not go to Rome.

Among the other passengers on the Kronland were Thomas V. Cannon, Dr. Gustav Berman, Gen. Charles W. Hobbs, Prof. Warren P. Lombard, Prof. Henry A. Todd and Robert S. Gorham.

TRINITY'S NEW CHAPEL.

\$500,000 Intercession Group to Be Built at Broadway and 155th Street.

Work will be started within a few days on the new \$500,000 chapel of the Intercession, now at Broadway and 15